IC 2004-01 TO AFI 11-2F-15 VOLUME 2, F-15 AIRCREW EVALUATION DATA

3 FEBRUARY 2004

★SUMMARY OF REVISIONS

This change incorporates interim change IC 2004-01. Paragraph 1.5 wording changed to remove reference to flight simulator and add other training devices. Paragraph 1.6 changed to delete the requirement to check T.O.1-1C-1-25CL-1. Table 2.1 was amended to reflect changes. Area 36 is no longer annotated in table 2.1. Paragraph 3.3.5, Area 45, Precision Approach, combines the grading criteria for the PAR and the ILS into one paragraph. Area 46 no longer used. Area 67 wording changed to add system anomalies. Note 4 added to area 72 in table 2.1. A "★" indicates revised material since the last edition. Add or replace all paragraphs and tables for immediate implementation.

★1.5. Emergency Procedures Evaluation (EPE). EPE's will be conducted in an appropriate Aircrew Training Device, e.g. Operational Flying Trainers , Weapons and Tactics Trainers, Full Mission Trainers, etc. If an Aircrew Training Device is not available, the EPE may be given verbally only as a last resort. If this option is utilized, it will be noted on the AF Form 8 in the additional comments section. This evaluation will include areas commensurate with examinee's Ready Aircrew Program (RAP) training level and should highlight current items of interest such as recently discovered aircraft anomalies or unusual accident investigation results.

★1.6.1.3. Deleted

★Table 2.1. Evaluations.

AREA	NOTES	AREA TITLE	INST/ QUAL	MISSION
		GENERAL		
1		MISSION PLANNING	R	R
2		BRIEFING	R	R
3		PRETAKEOFF	R	R
4		TAKEOFF	R	
5		FORMATION TAKEOFF		

6		DEPARTURE	R	
7		LEVEL OFF	R	
8		CRUISE/NAVIGATION	R	
9		FORMATION		
10		IN-FLIGHT CHECKS	R	
11		FUEL MANAGEMENT	R	R
12		COMM/IFF/SIF	R	R
13		NOT USED		
14	1	AIRWORK/ADV HAND/TAC MANEUVER	R	
15	2	UNUSUAL ATTITUDE RECOVERIES	R	
16		WEAPONS SYSTEM/BIT CHECKS		
17		AIR REFUELING		
18		DESCENT	R	
19		GO-AROUND		
20		TRAIL RECOVERY		
21		EMERGENCY TRAFFIC PATTERNS	R	
22		EMERGENCY APPROACH/LANDING	R	
23		VFR PATTERN/APPROACH	R	
24		FORMATION APPROACH/LANDING		
25		LANDING	R	
26		AFTER-LANDING	R	
27		FLIGHT LEADERSHIP (if applicable)	R	R
28		DEBRIEFING/CRITIQUE	R	R

29		KNOWLEDGE	R	R
30	*	AIRMANSHIP	R	R
31	*	SAFETY	R	R
32	*	AIRCREW DISCIPLINE	R	R
33		INSTRUCTOR PERFORMANCE (if applicable)	R	R
34 - 40		NOT USED		
		INSTRUMENT		
41		HOLDING		
42		INSTRUMENT PENETRATION	R	
43		INSTRUMENT PATTERNS	R	
44		NONPRECISION APPROACH	R	
45	3	PRECISION APPROACH	R	
46		NOT USED		
47		MISSED APPROACH/CLIMB OUT	R	
48		CIRCLING/SIDE-STEP APPROACH		
49		INSTRUMENT CROSS-CHECK		
50		NOT USED		
		TACTICAL EMPLOYMENT		
		A. GENERAL		
51		TACTICAL PLAN		R
52		TACTICAL EXECUTION		R

53		GCI/AWACS/CF INTERFACE		
54		RADIO TRANSMISSIONS		R
55		VISUAL/RADAR LOOKOUT		R
56		MUTUAL SUPPORT (if applicable)		R
57		TACTICAL NAVIGATION		
58		INGRESS		
59		EGRESS		
60		COMBAT SEPARATION		
61		TIMING		
62		TRAINING RULES/ROE		R
63	4	THREAT REACTIONS		R
64		NOT USED		
65		IN-FLIGHT REPORT		R
66		EA/EP/AAMD		R
67		RADAR SCOPE/SENSOR UTILIZATION		R
68 - 70		NOT USED		
		B. AIR-TO-AIR		
71	4	RADAR SEARCH/SORTING		R
72	4	AIR SOVEREIGNTY TASKING (Air Defense Units)		R
73	4	TACTICAL INTERCEPT/PATROL		R
74		NOT USED		
75	4	OFFENSIVE MANEUVERING		R

76		DEFENSIVE/COUNTEROFFENSIVE MAN		
77	4	AIR-TO-AIR WEAPONS EMPLOYMENT		R

* Asterisk denotes Critical Area

NOTES:

1. Airwork/Advanced Handling/Tactical Maneuvering. Units will determine appropriate proficiency maneuvers for pilot experience levels. Examples are, but are not limited to:

    a. Aerobatics

    b. Basic Fighter Maneuvers (BFM)

    c. Advanced handling characteristics

    d. Formation (fingertip, tactical, trail)

2. Unusual Attitude Recoveries. Do not perform unusual attitude recoveries in single-seat aircraft. They will be evaluated during EPE's or if evaluated in dual-seat aircraft in-flight, will be performed with a flight examiner in the aircraft.

3. Both a Precision Approach Radar (PAR) and an Instrument Landing System (ILS) must be evaluated if equipment and facilities are available. However, if facilities or equipment are not available, the flight evaluation may be completed as long as one precision approach is flown.

4. It may be impractical to evaluate these required items on certain FTU Instructor evaluations due to student syllabus constraints (e.g. BFM mission checks). Squadron commanders may approve these exceptions to validate instructor effectiveness. Document in the Additional Comments portion of the AF Form 8.

★3.3.5.1. **Q.** Performed procedures as directed and IAW applicable flight manual. Smooth and timely response to controller's instructions (PAR). Complied with decision height. Position would have permitted a safe landing. Maintained proper/briefed AOA. Maintained glide path with only minor deviations.

★3.3.5.1.2. Heading within 5 degrees of controller's instructions (PAR)

★3.3.5.1.3. Glide Slope/Azimuth within one dot (ILS)

★3.3.5.2. **Q-.** Performed procedures with minor deviations. Slow to respond to controller's instructions (PAR). Slow to make corrections or initiate procedures. Position would have permitted a safe landing. Slow to correct to proper/briefed AOA. Improper glide path control.

★3.3.5.2.2. Heading within 10 degrees of controller's instructions (PAR)

★3.3.5.2.3. Glide Slope within one dot low/two dots high (ILS)

★3.3.5.2.4. Azimuth within two dots (ILS)

★3.3.5.3. **U.** Performed procedures with major deviations. Did not respond to controller's instructions (PAR). Erratic corrections. Exceeded Q- limits. Did not comply with decision height and/or position would not have permitted a safe landing. Erratic glide path control.

★3.3.6. **Area 46--Not Used**

★3.3.6.1. – 3.3.6.3. Deleted

★3.4.1.17. **Area 67--Radar Scope/Sensor Utilization:**

★3.4.1.17.1. **Q.** Correctly utilized all on board sensors to successfully employ weapons systems. Was able to compensate for system errors or unanticipated developments to successfully employ radar/sensor.

★3.4.1.17.2. **Q-.** Slow to assimilate all on board sensors into tactical game plan. Minor procedural errors degraded weapons system employment. Had difficulties compensating for system errors or unanticipated developments.

NOTE: A successful reattack caused by minor procedural errors during the initial attack is an example of degraded weapons employment.

★3.4.1.17.3. **U.** Did not utilize or misinterpretation of on board sensor information led to unsuccessful weapons system employment. Could not compensate for or identify system errors or unanticipated developments.